THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT. LER): (a) to (d) With the liberalisation of Government policies, a revi. val package was extended to Indian shipyards in the public sector in 1993. The highlights are as under: —

(i) The price of an ocean-going vessel to be built at Indian yards may be fixed on the basis of open tender, the Indian shipyards being permitted to match the lowest bid Thereafter, the shipyard would be entitled to 30 per cent extra price over the above price.

(ii) Loans at concessional rate of 9 per cent to the extent of 80 per cent of the cost of a ship will be given to shipping companies placing orders with Indian yard^.

(iii) Fixation of price in terms of US $|Japanese Yen and the shipowners to pay each stage in instalment to the shipyard at market determined parity rate of foreign exchange prevailing on the date of actual payment.

The shipbuilding industry is open to private sector irrespective of the size of the ship.

Japanese Assistance for Development of Ports

1465. SHRI YERRA NARAYANASWAMY: Will the Minister of SURFACE TRANSPORT be pleased to state;

(a) whether Japan has offered assistance for the development and improvement of Ports;

(b) if so, the detail of the assistance offered;

(c) whether any assistance obtained from Japan has been earmarked for ports in Andhra Pradesh; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRAN^TORT (SHRI JAGDISH TYTLER); (a) to (d) At present there is no such development assistance from Japan for the development and im provement of Ports in this country.

Conversion of Port Trusts into Corporations

1466. SHRI SOM PAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are thinking of giving autonomy to various port trusts, to facilitate expansion and modernisation of Indian Ports;

(b) if so, what are the details thereof;

(c) whether Government would consider converting the port trusts into corporations or companies and permit them to raise their own resources from the market; and

(d) if so, by when the decision is likely to be taken and If not, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) The Majoi Port Trusts are autonomous bodies under the Major Port Trusts Act, 1963,

The question of converting porl trusts into companies or corporations was considered by the Government and it was found that the existing framework and structure of Majoj Port Trusts Act, 1963 is flexible enough to enable the Port trusts to generate their own revenues and re. sources needed for development and modernisation.

Reducing the Pollution by Petrol Driven Vehicles

1467. DR. ISHWAR CHANDRA GUPTA: Will the Minister of SUR, FACE TRANSPORT be pleased to state:

(a) the steps taken to reduce pollution caused by petrol driven vehi. cles in big cities of the country;

(b) whether Government propose to give urgent attention to better roads network, traffic management and mass rapid transport system, to avoid emission of smoke" from petrol driven vehicles; and

(c) if so, the details theroef?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE- TRANSPORT (SHRI JAGDISH TYTLER): (a) The norms for vehicular emission are prescribed under Rule 115 of Central Motor Vehicles Rules, 1939. Provisions are also made under Rule 116 of GMV Rules, to take punitive measures against the polluting, vehicles. Central Pollution Gontrol Board have also directed the State Pollution Control Boards and Pollution Control Committees for comp. liance with the mass emission stan. dards.

To reduce vehicular pollution, the Government Have decided to provide lead free petrol in the four Metro cities (Delhi, Bombay, Calcutta & Madras) through selected outlets. Further, necessary action has been initiated to create public awareness about the ill-effects of polluting mo tor vehicles.

(b) Yes. Sir.

*(c) F*or an uninterrupted traffic flow on road grade separation facilities are planned for intersections especially in the case of Delhi. Ac tion has been initiated to remove the road network as well as the traffic management in the big cities in consultation with the concerned State Governments.

Keeping in view the rapid growth of population and increased demand for better transport, in the first phase necessary action has been initiated to introduce the High Speed Tram, ways System (HSTS) In nine corridors in Delhi, details are at State ment (See below).

Statement

High Speed Corridors in Delhi

1.	Inner Ring Road	42 kms.
2.	Ballabgarh—Faridabad—Ashram Chowk	17 kms.
3.	Round about HN—8 between Sector 15 & 32 Gurgaon—Rangpuri—Mahipalpur—Dhaula Kuan	24 kms.
4.	Pragati Maidan—Mayur Vihar—Patparganj—Preet Vihar—Krishna Nagar—Bishwas Nagar—Vivek Vihar—Dilshad Garden	15 kms.
5.	Khanpur—Madangir—Masjid Moth N. Place—G. Kailash. Okhla Industrial Area—Tughlaka Bad Mool Chand X'ing Exte.—Govind Puri	15 kms.
6.	Najafgarh—Dwarka—Uttam Nagar—Vikaspuri—Janakpuri—Hari Nagar—Tilak Nagar—Raja Garden	19 kms.
7.	Wazirpur Industrial Area—Ashok Vihar—Shakti Nagar—Shastri Nagar—Sarai Rohilla—Anand Parbat—Rani Jhansi Road—Desh Bandhu Gupta Road—Connaught Place.	12 Kms.
8.	Raja Garden—Kirti Nagar—Pandav Nagar—West Patel Nagar—Rajendra Place—Sat Nagar—Desh Bandhu Gupta Road—Link Road—Mandir Marg—Talkatora Road—Central Sectt.	14 kms.
9.	Budh Vihar—Vijay Vihar—Rohini—Prashant Vihar—Pitam Pura—Wazirpur Depo	9 kms.